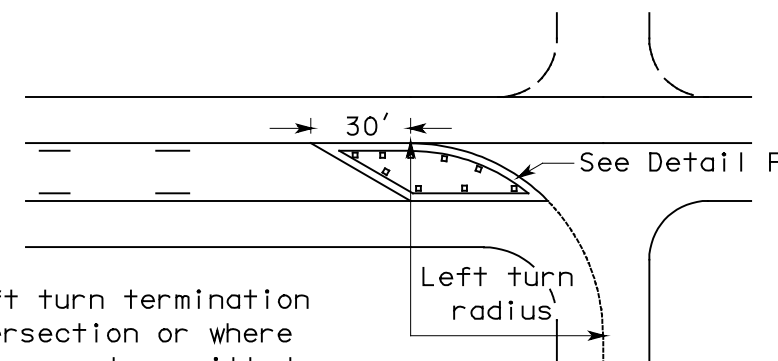


TABLE 1		TABLE 2		TABLE 3	
Posted Speed	Taper Rate	Posted Speed	Decel. Taper Length	Posted Speed	No pass length (Minimum)
60 mph	60:1	60 mph	180'	60 mph	790'
55 mph	55:1	55 mph	165'	55 mph	725'
50 mph	50:1	50 mph	150'	50 mph	660'
45 mph	45:1	45 mph	135'	45 mph	590'
40 mph	40:1	40 mph	120'	40 mph	360'
35 mph	35:1	35 mph	105'	35 mph	260'
30 mph	30:1	30 mph	90'	30 mph	200'
25 mph	25:1	25 mph	75'	25 mph	150'

$W_1$  = Approaching through lane  
 $W_2$  = Departing lane  
 $T_1$  = Width of left turn lane on approach side of  $\mathcal{C}$

$T_2$  = Width of left turn lane on departure side of  $\mathcal{C}$

$W_T$  = Total width of channelization ( $W_1 + W_2 + T_1 + T_2$ )

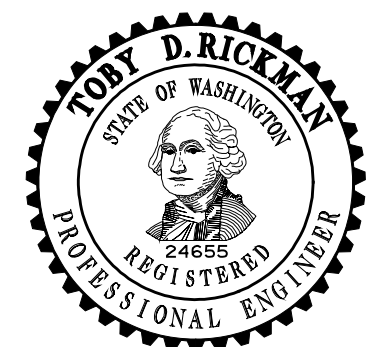


Two way left turn termination at tee intersection or where left turns are not permitted and two way left turn is not continued beyond intersection.

END TWO-WAY LEFT TURN LANE

# NOTES:

1. First Type 2L arrow is installed 50' back of stop bar or crosswalk. Second arrow is located 100' back, or at left turn pocket.
2. "S" = 140' for posted speed < 50 MPH.  
"S" = 170' for posted speed ≥ 50 MPH.
3. Stopping point shall be marked with stop bar only when mainline movement is controlled by a stop sign or traffic signal.
4. Raised pavement markers shall be installed only when specified in the Contract Plans.
5. See Standard Plan H-3 for marker designation.
6. No Pass Line on approach side with skip center line on departure side unless Double Yellow Center Line is required in the contract.

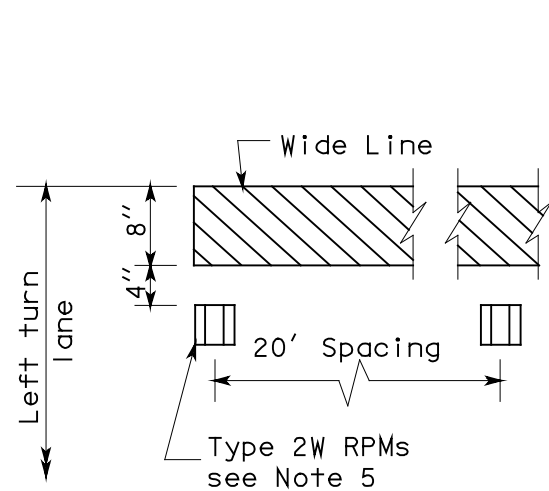


**PAVEMENT MARKING  
DETAILS**

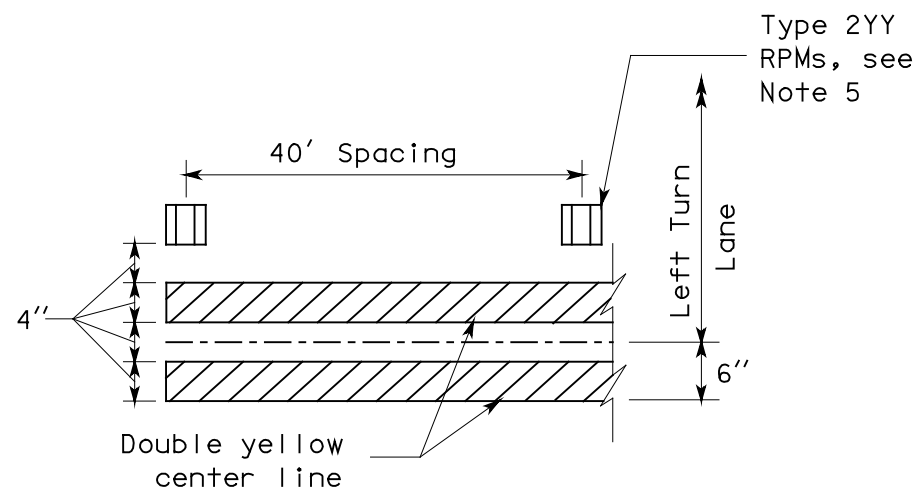
**STANDARD PLAN H-3a**

SHEET 1 OF 2 SHEETS

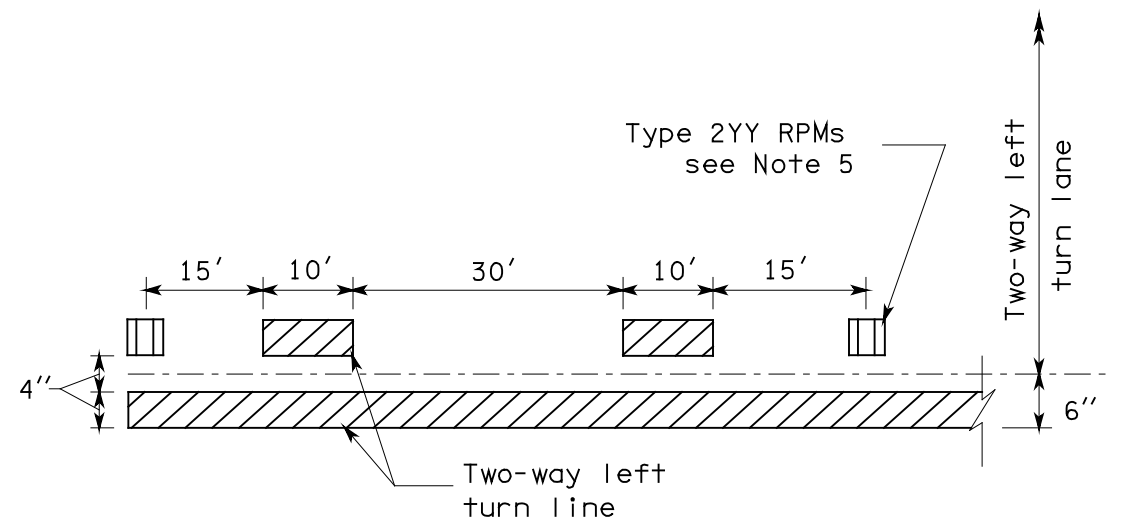
NOTE: THIS PLAN IS NOT A LEGAL ENGINEERING DOCUMENT BUT AN ELECTRONIC DUPLICATE OF THE ORIGINAL. SIGNED BY THE ENGINEER AND APPROVED FOR PUBLICATION, IS KEPT ON FILE AT THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION. A COPY MAY BE OBTAINED UPON REQUEST.			APPROVED FOR PUBLICATION	
5/00	CHANGE "GORE STRIPE" TO "WIDE LINE". CHANGE WIDE TRAFFIC ARROWS TO NARROW TRAFFIC ARROWS. ADDED 60 mph TO TABLE 1, 2, AND 3. NOTE 6 ADDED.	TWS	Clifford E. Mansfield 6/23/00	
DATE	REVISION	BY	DEPUTY STATE DESIGN ENGINEER	DATE
			WASHINGTON STATE DEPARTMENT OF TRANSPORTATION	OLYMPIA, WASHINGTON



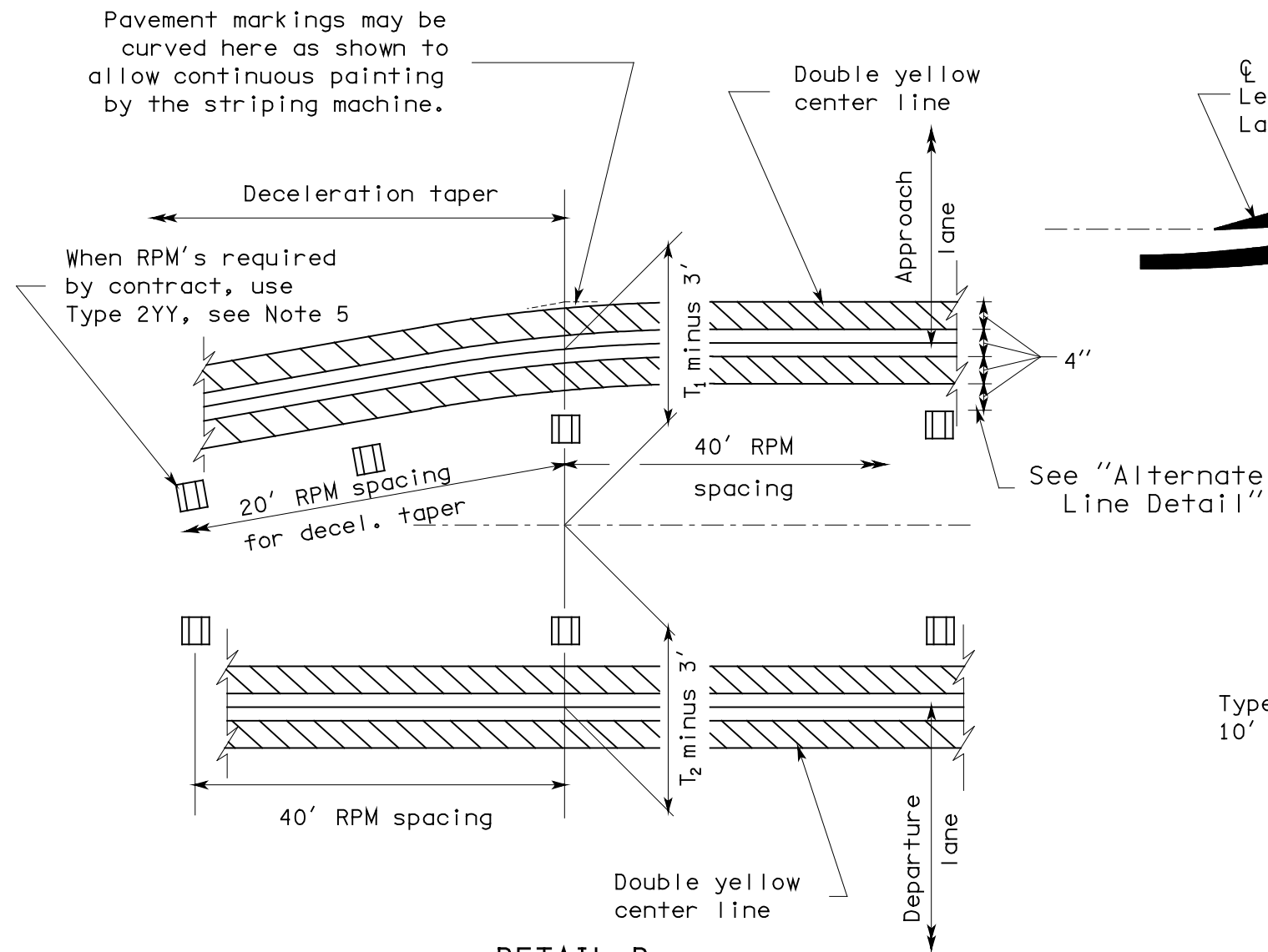
DETAIL A



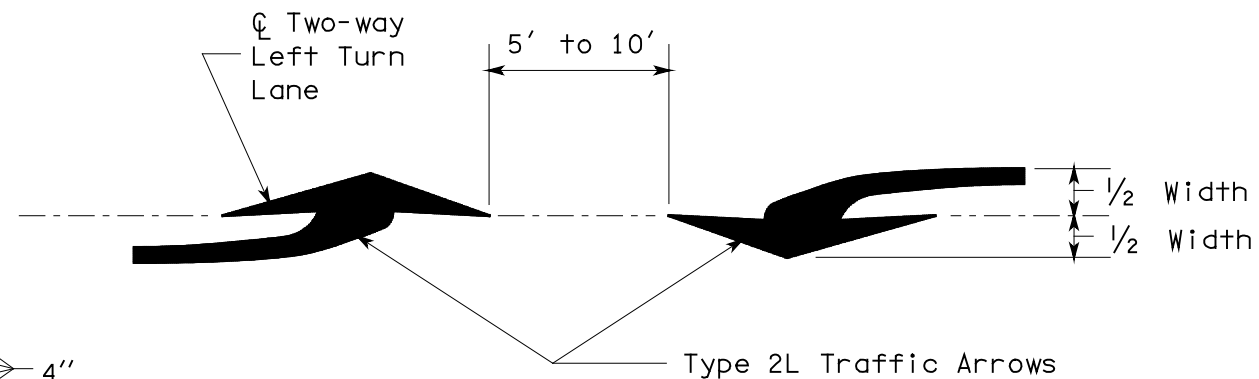
DETAIL B



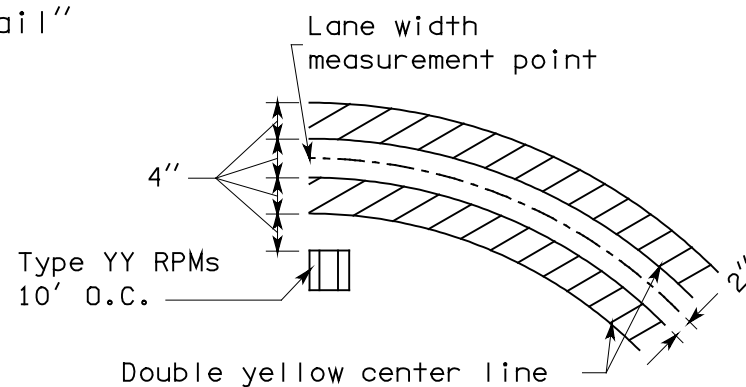
DETAIL C



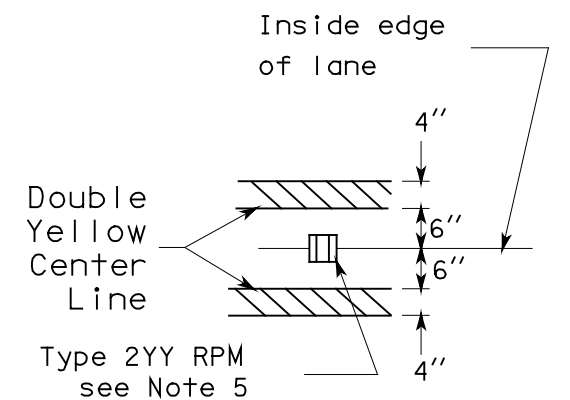
DETAIL D



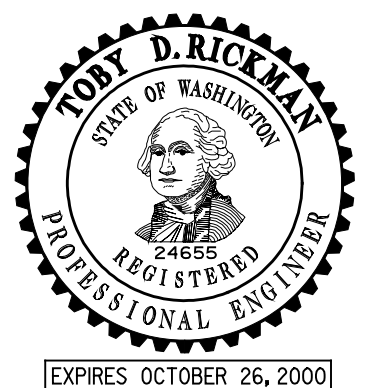
DETAIL E



DETAIL F



ALTERNATE LINE DETAIL



## PAVEMENT MARKING DETAILS

### STANDARD PLAN H-3a

SHEET 2 OF 2 SHEETS

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5/00	CHANGED "GORE STRIPE" TO "WIDE LINE". CHANGED WIDE TRAFFIC ARROWS TO NARROW TRAFFIC ARROWS.	TWS	Clifford E. Mansfield	6/23/00
DATE	REVISION	BY	DEPUTY STATE DESIGN ENGINEER	DATE
			WASHINGTON STATE DEPARTMENT OF TRANSPORTATION	OLYMPIA, WASHINGTON